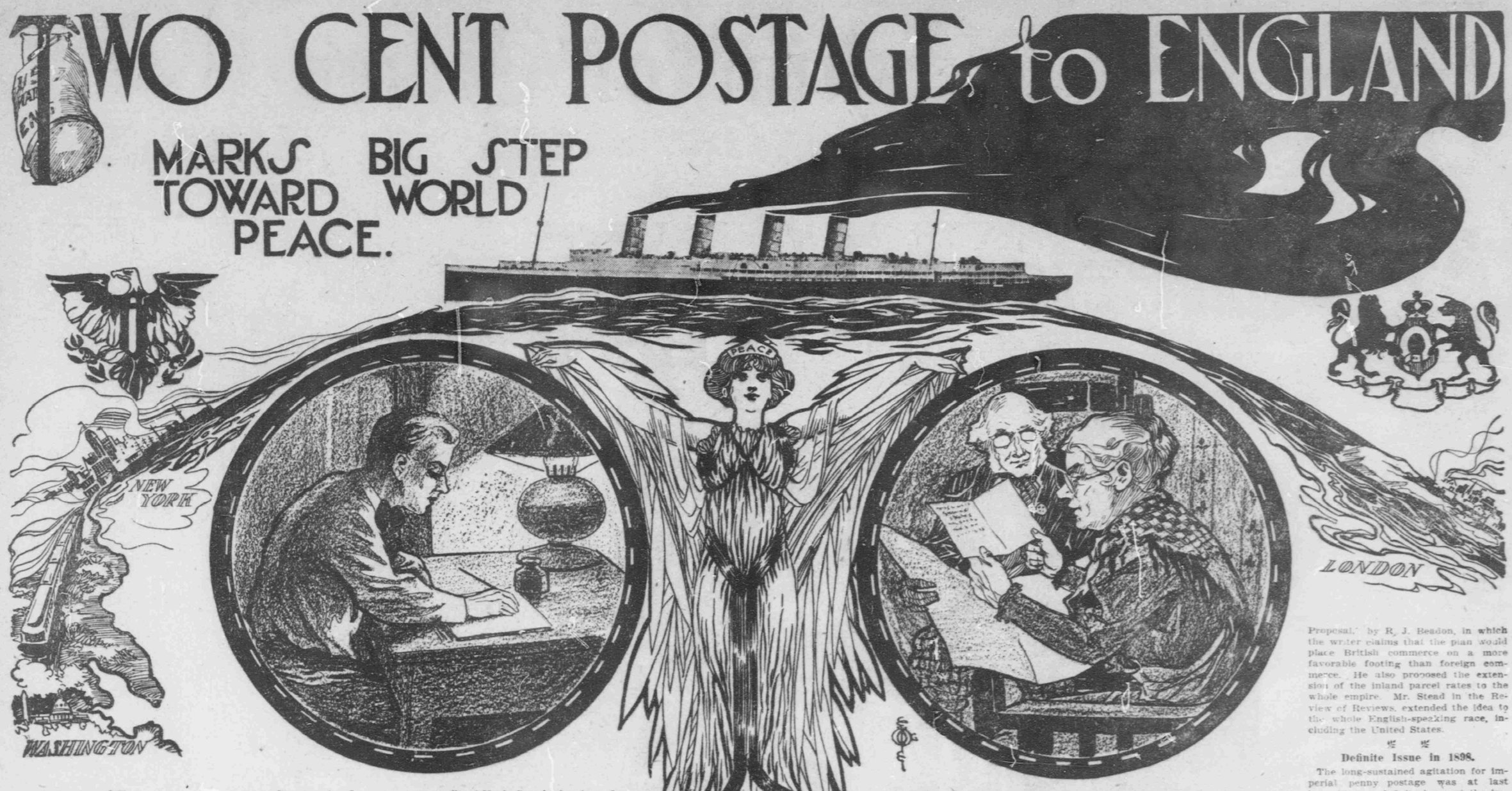
TWO CENT POSTAGE to ENGLAND

MARKS BIG STEP TOWARD WORLD PEACE.



NOT so many years ago it required a more than moderate income for a person to to carry on a regular correspondence with a friend or relative in Great Britain. At that time transportation across the Atlantic ocean was slow and the delivery of a letter was a matter for conjecture and speculation. In due course of time the postal rate was reduced to 5 cents, where it remained for many years; in fact until October 1, 1908.

This day—October 1, 1908—marks a red letter day in the postal service between the United States and Great Britain, for it was the beginning of the 2-cent postal rate between the two countries. Today a letter can be sent to any part of England, Ireland, Scotland, and Wales just as cheaply as it can be sent from Washington to Baltimore. Who is there that will deny that this is a long step toward the much desired world peace?

With the cheaper rate of postage between the two greatest of English-speaking countries and, as many will maintain, the two greatest powers on the face of the globe, it is almost a foregone conclusion that the mail sacks on the trans-Atlantic steamers will be more than doubled and the result will be the bringing of the two countries closer together. There will be a better understanding between them and there will be a closer bond between the people of each—that of friendship and personal acquaintance maintained through letter writing.

For this end Postmaster General George von L. Meyer has fought for many months. Now he has attained his end and the United States is now watching his fight for the postal sayings bank and the parcels post with redoubled interest. Even though he fails in these, he will be long remembered for what he did to reduce the trans-Atlantic postage.

JUST as the postage rate between the United States and Great Britain has been reduced to a minimum just so are the world powers contemplating a reduction between all nations, and it is a safe prediction that within a very few years letters will be going into the jungle cities of Africa and the wilds of the now almost unknown countries just as cheaply as we can mail a letter to a friend across the street.

What the newspapers have styled "Revolutionary Reform" of penny postage between the United States and Great Britain was introduced in a very quiet manner officially. The plans were laid without any, or rather very much, publicity in either country and then came the announcement in the house of commons in answer to a question, which was not on the order paper, put by Sir William Holland, June 3, 1908:

"The question of Anglo-American penny postage," said Mr. Buxton, the leader of the movement in Great Britain, "has been under the consideration of the Postmaster General of the United States and myself. I am glad to be able to announce that I have now received a telegram from Mr. Meyer saying that he is prepared to accept the proposal I made to him for the establishment of penny postage between the two countries. Certain arrangements have to be made before the change comes into force, but on and after October 1 next the rate of letter postage to the United States will be the same as that to the colonies, that is, a penny per ounce throughout the scale instead of twopence halfpenny as at present. Perhaps I may be allowed to express the confident belief that this reduction in the postal rates between the United Kingdom and the United States will, by greatly increasing the freedom of personal and commercial intercourse, not only further the many interests the two great nations have in common, but also strengthen the mutual good feeling which happily exists between them."

Limitations of Rate.

Postmaster General Meyer, in making the announcement in America, said that the reduction was limited to the postal rates between Great Britain and the United States, who have entered into a special union on the subject. He added that the privelege for the present certainly would not be extended to other countries. He admitted that for the first few months the receipts would show a falling off, but he declared the change would result ultimately in an increase of resources for the postal departments of the two nations. In Great Britain it is said the change will mean a reduction of $650,000 the first year, but it is hoped that the increased correspondence between the two nations will make up for the loss within a short time.

The enterprise of the Postmaster Generals of the two nations deserve al the credit for the penny postage laws between Great Britain and the United States. In Great Britain and the United States. In Great Britain the Right Hon. Sydney Buxton, M. P. has taken a leading place among the long roll of postmaster generals, and since he began service in 1905 he has declared that it will not be through any want of enterprise and initiative on his part if England's postal service does not extend the penny postage still further.

Penny postage has long been a hobby of Postmaster General Meyer, and since his earliest connection with the mails of Uncle Sam he has been figuring on a plan for cheaper correspondent with foreign nations.

He studied the system closely during his career in the diplomatic service of the United States. When he was sent to Italy in 1900 as the President's representative at the court of the King, he conferred with the postal authorities there on a plan of cheaper mail service, and when he went as the United States ambassador to Russia five years later he carried with him his convictions that to bring the world powers in closer touch cheaper postage laws would have to be passed.

In 1907 he was recalled to the United States to enter the Cabinet of the President and since that time one of his chief aims has been to see his methods putinto effect.

The Postmaster General says it is only a question of time now until the nation will adopt a penny postage agreement with France and Germany, and he believes the day is not far distant when the principal countries of the world will realize the necessity of postal reform.

It is urged that the cordial relations of the United States and Japan should make penny postage between the two countries a step of the near future.

Take the progress of postal reform since 1840, and no one can deny penny postage between all nations is the next natural step forward in civilization. That it is coming by degrees, and that it is coming at no distant date, is obvious.

What Will Come Next.

After penny postage the parcels post, the half-penny universal postcard, and in Great Britain the leveling of the newspapers and magazines rates are the next matters planned for the consideration of the postal low reformers.

The earliest step in penny postage is traceable directly to the "Undertakers" in England, in 1639. In the thirteenth year of his reign Charles I erected a new office which was called "the letter office" of England. Thomas Witherings was inducted into the office for a life term, and in a proclamation of February 11, 1637, the monopoly of carrying the letters was established, and granted to him.

Notwithstanding the restriction against private enterprise, many persons continued carrying and sending letters by post, and Witherings finally caused several of these early "trust busters" or leaders of the opposition to be imprisoned. In 1642, parliament voted that the taking of letters by private posts was against the law and ordered the fight on the Witherings monopoly to end.

Edmund Prideaux succeeded Witherings in the letter office in 1644, and he kept up the restraints against the private letter posts. He continued the rate of 6 pence for every parcel or letter.

In 1652 the "undertakers" reduced the rates to 3 pence a letter beyond eighty miles, and 2 pence for eighty miles or less. The people lost patience with the work done by Prideaux, and the private enterprise persisted.

Opposition to "Trust."

They did not have their private enterprise in operation very long, for in 1653 the council of state granted a warrant to John Manley, who then farmed the letter office, "to stop all letters which shall be carried by any persons except by such as are authorized by him."

The "undertakers" continued such carriage of letters for one whole year, though to their great loss and damage. But soon after they had settled the Thursday Post—the parliament being then first interrupted in the year 1653 the council of Oliver, late Lord Protector, let the carriage of letters as well foreign as inland to a man (John Manley) who had neither spent money, nor taken pains in reducing the same, which caused a forcible restraint by Souldiers to be put upon the "undertakers, and they compelled to desist from their lawful employment for the ease and benefit of the nations.

Dockwra's Post, started in 1680, had a little over two years of life as a private enterprise, and the "undertaker" is said to have expended the whole of his fortune and that of his family in putting the organization on a paying basis. As soon as it began to show promise of becoming remunerative the Duke of York and the Earl of Arlington, who was postmaster general, proceeded against Dockwra for infringement of the postal monopoly.

The First Penny Post.

A verdict was given against Dockwra, in the Kings bench bar, and the penny post was taken over and set un "under authority."

For nearly 120 years the London penny post was carried on under the direction of the postmaster generals, following in the main Dockwra's methods. Indeed, for a time Dockwra's was permitted to hold the office of comptroller of the penny post.

Then by an act of 1801 the penny post took, as it were, a step backward, by its conversion into a two-penny post.

In 1765 another private individual, Charles Povey, set up what he called "a half-penny carriage," which was an imitation of Dockwra's plan, but limited to a smaller area, comprising the cities of London, Westminster, and the borough of Southwark, but not including the suburbs. This was a flagrant infringement, and Povey was fined £100 in 1710. In connection with this half-penny post the bellringer was introduced for the collecting of letters in the streets—a practice which in its later use has been depicted by Morland in his "Letter-woman."

By an act of George III local penny posts were legalized in 1765. These local penny posts could be set up in any city or town and the suburbs, not only in England and Ireland, but in America.

Prepayment of Postage.

The penny postage act or as it was entitled "An act for the further regulation of the duties on postage," was passed in 1839, and in 1840 the provisions of the earlier act, which had been made of temporary validity only, were made perpetual.

Uniform penny postage depended very largely for its success upon the introduction of the prepayment of postage instead of the old system whereby the payment generally had to be collected from the addressee. Hill and others advocated stamped envelopes or wrappers and adhesive labels as the simplest means of collecting the postage in advance.

An envelope was prepared from a drawing by William Mulready, R. A. The design, however, did not appeal to the utilitarian mind, and the envelopes and wrappers were withdrawn after a very short period of use. The adhesive labels, or postage stamps, however, leapt into popularity and the system of prepayment of postage by means of adhesive stamps was perhaps the chief factor in securing the success of the uniform penny postage scheme.

Ocean penny postage as an agitation widened out into universal penny postage about 1864, when William Hastings, of Huddersfield, brought the matter before the Huddersfield chamber of commerce. He declared that on studying the matter he found that the penny ocean postage was not cheap, that one penny from postoffice to postoffice even in different countries and across the ocean, was enough for the cost of labor and transit.

Beginning of Agitation.

The Huddersfield Chamber of Commerce proposed at a meeting of the Associations of Chambers of Commerce in London in 1865 to send a deputation to the postmaster general to urge the adoption of a uniform rate of 1 penny from any postoffice to any other. But the association did not accept the proposal.

Mr. Hastings then issued in 1866 his pamphlet entitled "Universal Penny Postage," in which he showed that the manipulation in sorting, stamping, and delivery of letters is no greater on foreign and seaborne letters than on inland, and that the cost of transit on a single letter is almost inappreciable, being even to Japan under two-fifths of a penny, and from Liverpool to New York under one-hundredth.

The later discussion in England on the extension of penny postage across the seas has alternated between the proposals for universal penny postage, and imperial penny postage. Henry Fawcett, who was postmaster general in 1880, was keenly interested in endeavoring to get the colonies to accept a lower postal rate to and from the mother country; but the colonies were afraid to lower their rates. In 1885 Arnold Foster advocated in the "Nineteenth Century" an imperial penny postage, and Henniker Heaton brought up the subject in the House of Commons in 1885 by moving for the opening of negotiations to other Governments with a view to establishing universal penny postage. James Hutton, M. P., an enthusiast in postal reform, moved an amendment in favor of imperial penny postage. In April, 1890, Mr. (now Viscount) Goschen, as chancellor of the exchequer, found it possible to announce a two-and-a-half-penny rate to the colonies.

The Imperial Federation League published in 1891 a pamphlet, "Uniform Imperial Postage. An Enquiry and Proposal," by R. J. Beadon, in which the writer claims that the plan would place British commerce on a more favorable footing than foreign commerce. He also proposed the extension of the inland parcel rates to the whole empire. Mr. Stead in the Review of Reviews, extended the idea to the whole English-speaking race, including the United States.

Definite Issue in 1898.

The long-sustained agitation for imperial penny postage was at last brought to a definite issue at the imperial conference on Postal rates in 1898. The London Standard of July 13 1898, stated:

"We are authorized by the postmaster general to state that, as the result of the imperial conference on postal rates, it has been agreed, on the proposal of the representative of the Dominion of Canada, that letter postage of one penny per half-ounce should be established between the United Kingdom, Canada, Newfoundland, the Cape Colony, Natal, and such of the crown colonies as may, after communication with, and approval of, her majesty's government, be willing to adopt it. The date on which the reduction will come into effect will be announced later on. The question of a uniform reduced rate for the whole empire was carefully considered; but it was not found possible to fix upon a rate acceptable to all the governments concerned. A resolution was therefore adopted, leaving it to those parts of the empire which were prepared for penny postage to make necessary arrangements among themselves."

SACRED QUETZAL NATIONAL EMBLEM OF GUATEMALA

IMAGINE a bird the size of a pigeon, its back, head, wings, and breast dazzling metallic-green with golden sheen, its entire lower parts vivid scarlet, a soft, recurved crest curling over the bill and ferny, curved plumes, lapping over the wings, while two or three slender, green feathers, a yard or more in length, extend over and beyond the glossy black and white tail. Such is the Quetzal or Resplendent Trogon, sacred bird of the Montezumas, national emblem of Guatemala and the handsomest and most striking of all the gorgeous Trogon family. Although found in nearly every republic of Central America this superb creature is confined entirely to the heavy oak forests of the higher mountains. In these localities his shrill scream may be heard at any times yet it is a difficult matter to even catch a glimpse of his brilliant form as he flits from tree to tree and far more difficult is the task of securing specimens. Apparently fully aware of their beauty and value, these royal birds are exceedingly shy and suspicious, keeping entirely to the topmost branches of the tallest trees, frequently far out of shotgun range. This statement is no exaggeration, for the trees often attain a height of 300 feet, with the lowest limbs fully 100 feet above the earth, and I have frequently fired heavy charges of No. 3 shot at a quetzal on the lower branch of one of these forest giants with no other result save a stray leaf or two floating downward. Early morning is the only time at which the bird may be sought with any chance of success. On the morning finally selected for my quetzal hunt, the dripping trees and jungle of the mountain side were still shrouded in the blackness of tropic night as Juan and I made our way up the steep slopes of Turrialba.

Water At Bottom of Ocean Is Near the Freezing Point

THE temperature at the bottom of the ocean is nearly down to freezing point, and sometimes actually below it.

There is a total absence of light as far as sunlight is concerned, and there is an enormous pressure, reckoned at about a ton to the square inch every 1,000 fathoms, which is 160 times greater than that of the atmosphere we live in. At 2,500 fathoms the pressure is thirty times more powerful than the steam pressure of a locomotive when drawing a train up a steep grade.

If a fish, in full chase after its prey, happens to ascend beyond a certain level, its air-inflated swimming bladder becomes distended with the decreased pressure, and carries it, in spite of its efforts, still higher in its course; in fact, members of this unfortunate class are liable to become victims to the unusual accident of falling upward, and no doubt meet with a violent death soon after leaving their accustomed level, and long before their bodies reach the surface in a distorted and thoroughly unnatural state.

Even ground sharks, brought up from a depth of no more than five hundred fathoms, expire before they gain the surface.

Some of the organs of deep-sea fish have undergone considerable modification in correspondence to the changed conditions of their new habitats. Thus down to 900 fathoms their eyes have generally become enlarged, to make the best of the faint light which may possibly penetrate there. After 1,000 fathoms these organs are still further enlarged, or so greatly reduced that in some species they disappear altogether, and are replaced by enormously long feelers. The only light at great depths which would enable large eyes to be of any service is the phosphorescence of deep-sea animals.

We know that at the surface this light is often very powerful, and Sir Wyville Thomas has recorded one occasion on which the sea at night was "a perfect blaze of phosphorescence, so strong that lights and shadows were thrown on the sails, and it was easy to read the smallest print." It is thought possible by several naturalists that certain portions of the sea bottom may be as brilliantly illumined by this sort of light as the streets of a great city after the electric lights have been turned on.

Some deep-sea fish have two parallel rows of small circular phosphorescent organs running along the whole length of their bodies, and as they glide through the dark waters of the profound abysses they must look like model mail ships with rows of shining port holes.—Live Wire.

CABACHONS AND OLIVES.

Cabachons and olives of extreme size are employed on all the more elaborately trimmed separate coats, the olives being generally of heavy silk cording or of crochet work and in matching hues with the other trimmings, while the cabachons are similarly treated or of metal, jewel set. These ornaments are placed at the terminus of the shortened waist line, used as front fasteningrs, set on the collar and cuffs and pocket—if there are pockets—and furnish the centers for the big rosette heading sashes.

EVEN SONG.

Pleasant the ways whereon our feet were led,
Sweet the young hills, the valleys of content,
But now the hours of dew and dream are fled,
Lord, we are spent.

We did not heed Thy warning in the skies,
We have not heard Thy voice nor known Thy fold,
But now the world is darkening to our eyes,
Lord, we grow old.

Now the sweet stream turns bitter with our tears,
Now dies the star we followed in the West,
Now we are sad and ill at ease with years.
Lord, we would rest.

Lo, our proud lamps are emptied of their light,
Weary our hands to toil, our feet to roam,
Our day is past and swiftly falls Thy night,
Lord, lead us home.

—Metropolitan.

RECKLESS AUTOMOBILE DRIVING

(Continued from First Page)

occasion. Mr. Hill not only denied his appeal for bail, but declared he hoped the law would deal with the man severely.

"When I employed him ten days ago," he said, "I made only two conditions with him. The first was that he should never take the machine from the garage without my permission; the second was that he should never, under any circumstances, run at high speed in the city limits."

Atlantic City, at the height of its recent season, held two men, Charles Bauduine, of New York, and Dr. C. J. Schneider, of Philadelphia, who had the pluck to call for the enforcement of the New Jersey law providing penalties for the use of an auto without the permission of the owner.

But there, with some few instances elsewhere, the praiseworthy record stops. The showing is admitted by all motorists to be shameful to the United States.

For the tyrant chauffeur, in his master's car and his reckless "joy rides," owners may talk among themselves till they are blue. Legislatures may pass the most stringent laws of restraint, and garages may install register clocks and formulate the most ironclad rules; but all must be in vain until the owners themselves develop the sense of dignity, responsibility and self-reliance that will compel compliance with their wishes as emphatically as James H. Hill expressed it.